

NEWS OF THE WATERFRONT.

Rosamond In Port.

Waterwitch and the Fearless Row.

Union Men Threaten to Hold the Bark Palmyra.

THE schooner Rosamond arrived yesterday morning from San Francisco after a pleasant voyage of twenty days. Captain Ward expects a quick dispatch; indeed the Rosamond is about the only vessel in port at the present time to take sugar.

Mr. McFarlane, S. Lowden and Charles F. McVeigh were passengers on the schooner. She brought twenty-five horses, for the Honolulu Stock Yards.

The schooner Emma Claudina, Captain Mikelson, also arrived yesterday. She occupied thirty days on the voyage from Eureka.

The barkentine S. N. Castle expects to get away for the coast with sugar this morning about 8 o'clock. She was to have sailed yesterday afternoon, but her departure was postponed.

The bark Hesper may sail for the Sound today, although it is by no means decided.

The Steamship Sonoma.

The Oceanic steamship Sonoma sailed from Sydney on the 7th instant, and is scheduled to sail from this port for San Francisco on the 23d., Thursday next.

Fearless and Waterwitch.

A complaint was made to Collector of Port Stackable yesterday morning by Captain Young of the Waterwitch, the elegant launch which is sometimes used for towing purposes, against Captain Brokaw of the big tug Fearless.

There was almost a smashup yesterday during a race between the Fearless and the Waterwitch for the incoming schooner Emma Claudina. The captain of the Waterwitch claims that the Fearless did her best to run his vessel down, resenting the smaller vessel trying to get the schooner to bring her into the harbor, while the captain of the Fearless states that the captain of the Waterwitch does not know the first thing about the rules of the road.

The Waterwitch has applied for a license as a towboat and, pending the granting of the license, the little vessel is allowed to do the work of a towboat.

When the schooner Emma Claudina was sighted yesterday morning both the Fearless and the Waterwitch started out of the harbor after her. The Waterwitch was ahead of the Fearless and, as the big boat was approaching the small one, the Fearless blew one blast of her whistle, as a signal that she intended to pass to starboard. Then it was that there was almost a collision. Captain Brokaw blames Herbert Young of the Waterwitch. Young, however, strongly affirms that Brokaw did his best to tip him over, so as to put him out of the race.

Young explains that there was no necessity of the Fearless getting anywhere near the Waterwitch. The big boat could very easily have gone by without interfering with the small one.

So swiftly and so closely did the Fearless approach the Waterwitch that it was necessary for Young to put his helm hard down to get out of the way. In bringing the launch about her steering gear got out of order.

Young has preferred written charges against Brokaw with Collector Stackable.

The law in the matter is very plain, and relieves Young of any responsibility.

Article 24, Part 36, of the Navigation Laws of the United States, relating to rules to prevent collision, states, "Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel."

On account of the damage to the Waterwitch's steering gear she was compelled to anchor outside of the harbor.

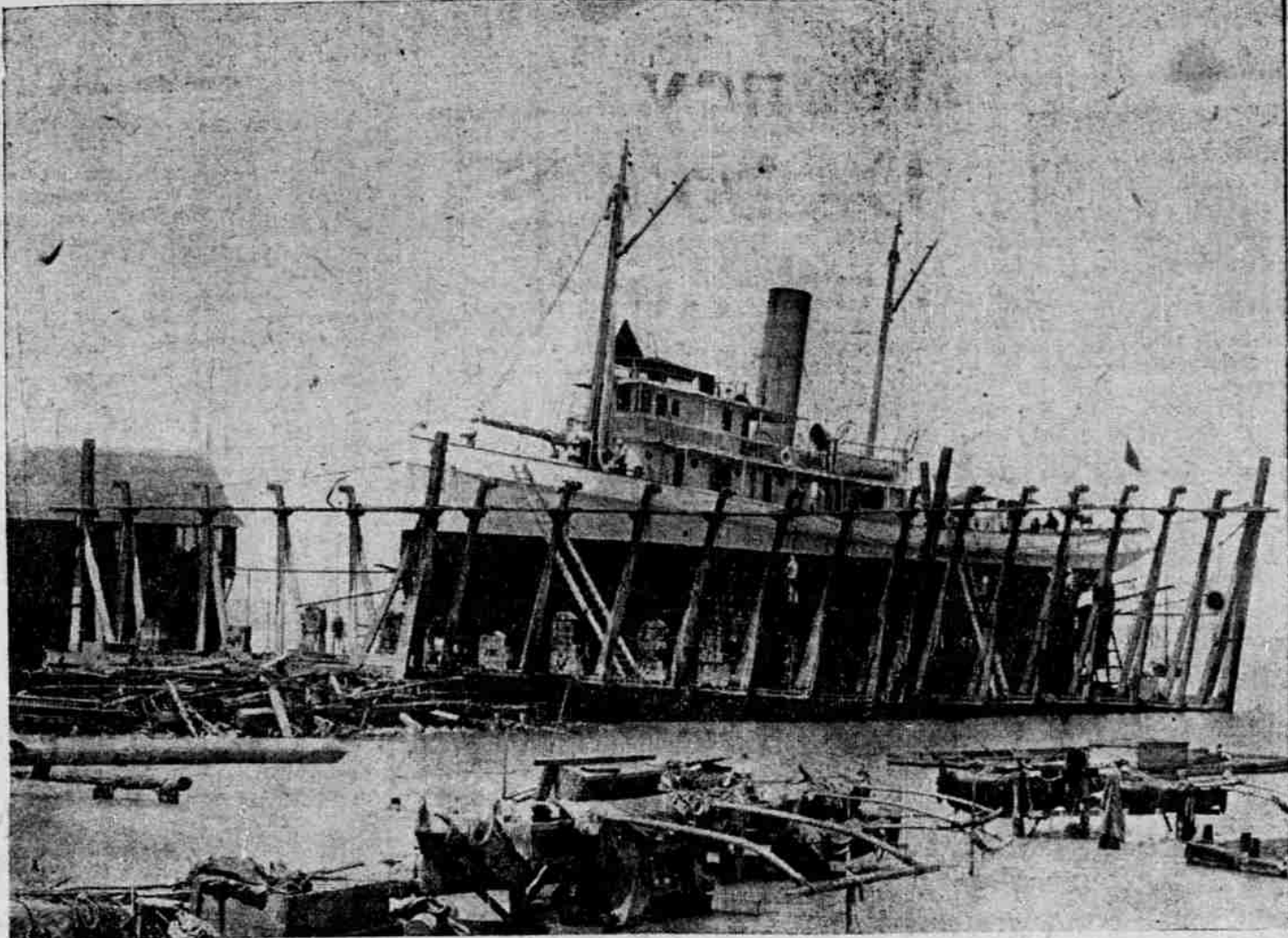
Treasury Decision.

Certificates of inspection of sail vessels and licensed officers thereof.

Treasury Department, April 17, 1901.

To collectors and other chief officers of customs, supervising and local inspectors of steam vessels: Your attention is called to the fact that by an Act of Congress, approved December 21, 1898, which took effect July 1, 1899, entitled "An Act concerning sail vessels of over seven hundred tons, and for other purposes," sections 4417, 4438, 4439 and 4440, Title LII, Revised Statutes, have been amended to provide for the inspection of sail vessels over 700 tons, and all other vessels and barges over 100 tons burden, carrying passengers for hire and licensing the officers thereof.

Acting under the authority of Section 4462, Title LII, Revised Statutes, directing the Secretary of the Treasury to "make such regulations as may be necessary to secure the proper execution" of said title, the department has established the following regulation, deemed necessary to carry out in part the amendments to said title heretofore referred to herein, namely: Supervising inspectors will direct their local inspectors to file with the collector or other chief officer of customs in their various districts a copy of all certificates of inspection of sail vessels over 700 tons, and all other ves-



U. S. TUG IROQUOIS AS SHE APPEARED ON THE MARINE RAILWAY.

(Photo by Arthur L. Merry.)

sels of barges carrying passengers for hire, such copies of certificates to be kept on the permanent files of the collector's office.

Collectors or other chief officers of customs should report quarterly to the supervising inspector-general, on catalogue No. 240, the names, dates of inspection, tonnage and name of place where inspected, and of the officers making the inspection of such vessels, which names shall follow after the names of steam vessels reported in said catalogue, No. 240, in alphabetical order. Supervising inspectors will also report in like manner in their quarterly statements. Form 2117.

Collectors and other chief officers of the customs shall satisfy themselves that the master and chief mate of any sail vessel of over 700 tons, arriving in or departing from their respective districts, are licensed as required by law, and in default of such license shall impose the penalty of \$100, according to section 4438 of the Revised Statutes, on any such unlicensed master or chief mate and on the owner or agent employing him.

Collectors and other chief officers of the customs shall satisfy themselves that any sail vessel of over 700 tons, and also any sail vessel or barge of over 100 tons burden carrying passengers for hire, arriving in or departing from their districts respectively, have been inspected as required by law, and in default of such inspection shall impose the penalty of \$500, according to section 4460 of the Revised Statutes. These instructions supersede Department Circular No. 96, dated July 17, 1899.

L. J. GAGE, Secretary.

In Pitcairn Island Depopulated?

What has happened to the natives of Pitcairn Island? On her voyage from Australia the bark Inverneill, which arrived at San Francisco on May 4th, passed within three miles of the famous south sea island home of the descendants of the mutineers of the Bounty, the crew seeing no signs of life.

It has always been the custom of the natives to put out to passing vessels with fruit, vegetables and other provisions, but none greeted the Inverneill. The crew scanned the shore of the island with powerful glasses, but no sign of life could be seen.

Now the question naturally arises, what has happened to Pitcairn? The crew of the Inverneill feels confident that, if the natives were alive and well, they would surely have put out to the bark, as the weather was fine when the island was passed. It is feared that some stress of circumstances has depopulated the island.

The Inverneill encountered a succession of northwest gales and heavy seas all through February, and it was on March 23d when she passed Pitcairn.

Direct to Manila.

SAN FRANCISCO, May 4.—At a meeting of the Committee on Direct Communication with Manila, had yesterday afternoon in the rooms of the Board of Trade, a report from the subcommittee lately returned from Washington, D. C., was presented and filed. George W. McNear, George A. Newhall and Andrew Carrigan reported that they had personally interviewed the President and Secretary of War, each of whom had received them graciously and had given their proposition close attention. The committee considers that its mission was as successful as could be hoped for, since a definite promise was not expected on such short notice, the object of the trip being for the purpose of starting the machinery of the project in motion. The committee also considers that its visit did much to offset the opposition which has been made from certain quarters against the interests of this port.

A full report of the trip is now being prepared, which will be forwarded to each of the commercial organizations at an early date.

General Shipping.

The British steamer Indrapura, which arrived at San Francisco on April 27th from Calcutta, brought a cargo estimated to be worth nearly \$1,000,000. The cargo consists of 12,000 bales of jute, 9,000 bales of bags and burlaps and 2,800 bags of bone meal.

The Ward Line Steamship Company's new steamer Esperanza arrived at New York April 26th from the yard of Messrs. Cramp & Sons, Philadelphia, her builders. The Monterey, a sister ship to the Esperanza, was recently launched. The latter is scheduled to sail from New York May 8th for Havana, etc.

The presentation of a medal in recognition of Captain Engelbart's rescue

of twenty-five persons during the conflagration of the North German Lloyd piers at Hoboken, N. J., in June last, was made by the Volunteer Life Saving Association on board the captain's vessel, the Kaiser Wilhelm der Grosse, on the evening of April 26th. Colonel J. Wesley Jones and the Hon. Abraham Gruber made the presentation speeches. The Cunard Steamship Company has decided to place a permanent installation of the Marconi wireless telegraphy system on board its ships. The company has had the matter under consideration for some time, and Signor Marconi let on the Campania April 26th to prepare to install a wireless plant on that vessel. He will establish receiving stations at Montauk Point and the Highlands of Navesink, from which points the arrival of the steamships will be reported.

A joint meeting of the Sydney C. B. Town Council and the Board of Trade was held recently to hear Mr. Crowe of Duluth regarding the location of a steel ship-building plant at Sydney harbor by the American syndicate represented by him. Information obtained indicated that the town had agreed, subject to ratification by the rate payers, to render substantial assistance which would probably be in the nature of a bonus equal if not larger than that given to the Dominion Iron and Steel Company.

In marine circles a good story is told regarding a well-known Rockland sea captain, who, however, has since abandoned the rolling deep and is gaining a livelihood on the land. Not many moons ago this captain arrived at New York with the loss of a sparker. Wishing to obtain one which he had at his home, and wishing at the same time to notify his wife Sadie to come on to New York, he sent to his agent a brief but expressive telegram. This is what the agent read: "Send Sadie and sparker."

At Sestri Ponente, near Genoa, there was launched on April 24th a new steamer named Lombardi, for the Italian Royal Mail Steamship Company. (Navigazione Generale Italiana Florio-Rubattino), to ply between Genoa, Naples and New York. She is the second new steamer out of five sister ships for the New York line which soon will be ready to go into service. She has all the cabins above deck, with dining saloon on the promenade deck and ladies' parlor and an elegant smoking room on the upper deck.

H. Yugata of Tokio, a prominent Japanese railway and steamship official, passed through San Francisco recently en route from a business trip to London and New York. Mr. Yugata said that the Nippon Yusen Kaisha, or Japan Mail Steamship Company, which now runs a line of steamers between the Orient and Seattle in connection with the Great Northern Railroad, and which is the largest steamship company in the Orient, is to exploit the commerce of China, Corea and Siberia by adding some thirty-eight steamers to its already big fleet. President Kondo of the company has asked the Japanese Government for a subsidy with that object in view. He has in contemplation ten new lines, radiating from Yokohama and Kobe to all parts of the Asiatic coast.

World's Naval Notes.

The battleship Formidable has gone through her first coal consumption trial without a hitch, developing, under one-fifth power, 3,262 horsepower with 233 pounds steam, 65 revolutions and a coal consumption of 2.02 pounds. The vessel averaged 11.5 knots.

Yarrows, at Poplar, the noted builder of torpedo-boat destroyers, have purchased an adjoining shipyard, and the establishment now covers an area of eleven acres, with a water front of 700 feet. The buildings, tools and labor saving appliances are all of the latest improvements, and electricity is almost exclusively used for motive power and for lighting purposes.

Bad luck or poor design and material in the machinery of British war vessels is worrying the admiralty considerably. The new battleship Furlous, ordered to the dockyard before reaching Gibraltar to repair defects in her boiler tubes, and another new cruiser the Perseus, is detained at Portsmouth owing to defects developed in her engines.

The old Achilles, rated on the effective navy list of Great Britain as an armored cruiser, is to be utilized as a guardship at Malta, taking the place of the Hibernia, a former 110-gun line-of-battleship launched in 1894. The Achilles is the second iron-clad vessel built for the British navy, and was launched in 1862. Her first cost was \$2,222,730, and the repairs have consumed

about \$1,417,000 to date. Being protected by only 4½-inch armor, her usefulness ceased twenty years ago, but as a stationary flagship in the Mediterranean she is good for an indefinite number of years, as the hull is unusually well built.

The French battleship Jena is passing through an extended and varied series of engine trials, two of which have been very satisfactory. The first, under one-third power, gave 5,881 horsepower, with a coal consumption of 1.38 pounds and a speed of 13.8 knots, and the second, under four-fifths power, gave easily 12,000 horsepower, with a consumption of 1.51 pounds. The Jena is of 12,052 tons, and calculated to make a speed of 18 knots with 15,000 horsepower. The vessel has been severely criticised in the British press, but her shortcomings, if any, do not lie with her machinery.

A stationary ship is much wanted at Guam, and, according to the Army and Navy Journal, the Navy Department has determined to send out the old storeship Supply, which is said to have lain in ordinary at the New York yard for many years. The record of this old craft is rather interesting as a link between the old and new navy. The Supply was a sailing ship of 547 tons, purchased in 1846 for \$60,000. During the second year of the Civil War she captured a schooner laden with arms for the Confederacy and the sale of the cargo netted Lieutenant Colocoresces, commanding officer of the Supply, a snug fortune. The ship served afterward as storeship on the European station, and was laid up from 1870 to 1873, when she made a cruise to France, and was finally retired April 3, 1873. In 1882 Congress authorized the sale of forty-six useless vessels, and the Supply was sold at auction May 3, 1884, to Gregory, New York, for \$1,301. If the Army and Navy Journal is correct it would appear that the buyer repented his purchase, and that the Supply was not long in passing for available material when pushed to resurrect a vessel that was worth only \$1,300 seventeen years ago for service in the far-off Pacific. The probabilities are, however, that another vessel of the name, formerly the Illinois, purchased from the International Navigation Company in 1898 for \$325,000, is the ship selected. The Illinois was built in 1873, and is a screw steamer of 4,460 tons displacement, 342 feet in length, and 467 tons coal capacity. She was fitted to carry fresh provisions to Cuba during the late war, and, being exceptionally slow, is of no use to the navy except to serve as a stationary ship at some port at home or abroad.

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.

Brekekeleville, Maui, March 27, 1901.

WILDER'S STEAMSHIP COMPANY, Ltd.

Agents John A. Roebing's Sons Co., Honolulu.

Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received.

We have used a number of the John A. Roebing's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper; in fact, we sent for some of these cables and we put a new Roebing and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied here that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,

(Signed) W. J. LOWRIE, Manager.

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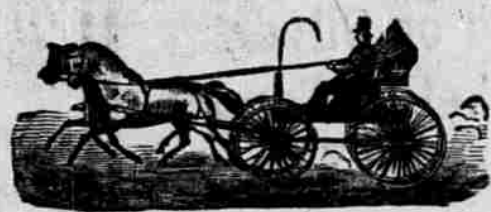
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